

INSIDE

IOWA DEPARTMENT OF TRANSPORTATION NEWSLETTER

DECEMBER 2005



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WITH DIRECTOR NANCY RICHARDSON

After nearly two years and 12 extensions of TEA-21, Congress passed a federal transportation reauthorization bill called SAFETEA-LU which the President signed in August. These actions cleared the way for DOT staff to shift into high gear and begin putting together information for the Transportation Commission to consider as they finalized the 2006-2010 Iowa Transportation Improvement Program.

By Iowa law, the commission has 90 days to develop and approve a five-year program once reauthorization is approved. Beginning in August and throughout September and into October, the Commission reviewed highway project information, asked lots of questions, listened to constituent presentations, and formulated their program which they approved at the Nov.1 commission meeting.

This new five-year program includes initiatives in aviation, rail, trails, traffic safety, highway, and various grant programs. Complete details are available on the DOT Web site at www.iowadot.org.

The largest section of the program relates to the highway system. The commission identified three objectives which they used as guideposts in deciding the investments they would make. These objectives include:

Completion of the high priority corridors and I-235. In 1996 the Transportation Commission identified six corridors in the state as “high priorities”. In doing so, an emphasis was placed on improving and completing a four-lane highway in each of these corridors. Among those corridors, U.S. 151 from Cedar Rapids to Dubuque, Iowa 5 from I-35 to Knoxville, and Iowa 330 from Des Moines to Marshalltown have been completed. The Avenue of the Saints will be completed this year; Iowa 60 from Sioux City to Minnesota will be completed in 2007; and the Des Moines to Burlington corridor will be completed in 2008. I-235 is slated for completion in 2007.

Stewardship of the state system. In order to keep the existing highway system operational and safe for travelers, resources need to be dedicated to preservation of the existing system. To that end, the commission agreed to increase the average annual investment in the interstate system from \$125 million to \$175 million beginning in 2007, and beginning in 2006 increase the average annual investment in the remainder of the state system from \$50 million to \$92.5 million, increase the average annual investment in bridges from \$15 million to \$35 million, and dedicate an average of \$5 million annually to safety improvement projects.

Inclusion of additional projects. The commission had some tough decisions to make regarding the limited remaining dollars at their disposal after their other priorities had been met. They looked closely at projects that received earmarks in the reauthorization bill and listened to citizens make a case for local projects. In the end, the commission was able to fund 11 additional projects.

I must commend all the staff who spent many hours assembling information and compiling project cost data for the commissioners to use in their deliberations. This information was invaluable in the development of the final program. The result is a fiscally balanced (as long as revenues and costs come in as projected) five-year program with projects dispersed throughout the state. A sincere “Thanks” to everyone who assisted.

On a broader note, as the year comes to a close, I want to take this opportunity to thank all of you for your hard work this past year. I am very proud of the DOT and the work we do, and I know the DOT “works” only because each and every one of you does your job so well. Thank you for that dedication! I hope your holidays are safe, fun and peaceful.

Nancy

Updated Weatherview

See what the field folks see

At 3 p.m. on Dec. 10, the pavement temperature on U.S. 34 near Creston will be 16 degrees Fahrenheit. The Weatherview crystal ball has spoken.

Okay, so maybe it's a weather forecasting service and not a crystal ball, but new features on dotweatherview.com will allow all people with Internet access to see current information as well as forecasts of pavement and bridge deck temperatures and roadway/bridge frost probabilities. These tools were previously only available to highway maintenance personnel at DOT garages.

Tina Greenfield, the DOT's road weather information systems coordinator, says adding the forecasts to Weatherview is an effort to help city and county maintenance forces maximize their effectiveness. Greenfield said, "Sometimes the local jurisdictions don't have all the information they need to effectively treat their city or county roads. In making these forecasts available on Weatherview, we're hoping to make it easier for local maintenance managers to gain access to road weather information. This information can help them gain insight on when to deploy treatment options to increase their effectiveness and make traveling Iowa roadways safer and easier."

The information, generated by Meridian Environmental of Grand Forks, N.D., is county-specific and includes brief information for the DOT district.

These forecasts contain many road weather items that are not found in "typical" forecasts. Among these unusual forecast items are bridge and road temperature, bridge and road frost likelihood, and the potential water evaporation rate on the roadway. "Potential road water evaporation rates tell us how much water could be evaporated from the road surface in one hour," said Greenfield. "This could be very beneficial for predicting if moisture on a road will dry before cold temperatures arrive."

In addition to the forecasts, there's a new wind map available on Weatherview this year. The wind speed and direction map will be especially helpful during those blustery days. Over the next three years, Greenfield says plans are underway to add features



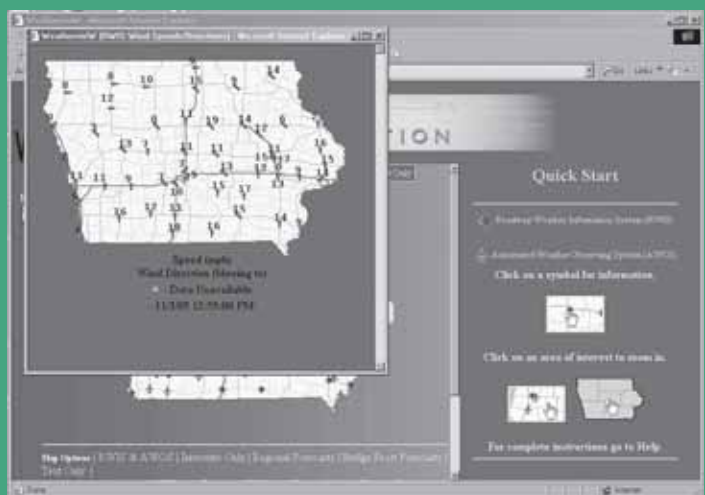
such as traffic speed information, photos and visibility sensors along with access to information on the site via cell phones.

Iowa was the first state in the nation to combine aviation and roadway weather systems information data and make that information

available to the public on a Web site. The Weatherview site was originally developed as an intelligent transportation system project in 1999 with the intent of providing travel information to the public to help them make informed decisions while traveling.

Several groups within the DOT and at Iowa State University (ISU) were actively involved in development of the Web site. Those groups include the Director's Staff Division, Office of Maintenance, Office of Aviation, Information Technology Division and ISU's Center for Transportation Research and Education. The site is currently maintained by the DOT's Office of Maintenance.

New for this year is a wind speed and direction map on Weatherview.



When Daniel met Wilma

The trip began in paradise and ended in panic. Daniel Apatiga, field facilities manager, was looking forward to spending quality time with his parents during a 12-day getaway to Cancun, Mexico. Hurricane Wilma made sure they spent many, many hours in very close contact.

"This trip had three parts," said Apatiga. "It started as paradise, then went to hurricane and then to panic. My parents, who live in Mexico City, met me in Cancun Oct. 14. We stayed in a beautiful hotel and it was paradise until about midnight, Oct. 19."

On that night Apatiga said a memo was pushed under his hotel room door telling guests that the Mexican government had ordered a mandatory evacuation of the 390 hotel guests. The tourists were instructed to bring a pillow, blanket, clothes for one day and toiletry items to the lobby at 10:30 a.m. the next morning.

"The sound of the wind was deafening. We couldn't open any doors because the negative pressure would have taken the plywood off the windows. It was very hot and stuffy in the school. All the windows were boarded up and there was no air moving. I started to wonder if the windows were going to collapse."



They were also instructed to place all valuables in the in-room safe, pack their suitcases and place them in the bathtub.

Thursday morning came and buses were loaded and driven to a local junior high school designated as a hurricane shelter. Apatiga said, "The weather was beautiful that morning. We went to the school and started to get settled. Each busload of people was directed to a different classroom, about 45 in each room. We were on the third floor of the building. There were no beds, so we made camp on the floor. Since no one had done this before, we didn't know to leave walkways to places like the door or the bathroom. We had to adjust a few times to get everyone in. After that the hotel people came around and gave us games to play to keep us busy."

Thursday night passed with no sign of Wilma. The group was updated on the hurricane's path and intensity. "I didn't know anything about hurricanes," said Apatiga. "They kept talking about the eye, so I thought that would be the worst of the storm."

Friday came with a vengeance as Wilma, a category 4 hurricane with sustained winds of 155 miles per hour, battered the Yucatan Peninsula. "Friday was hell," said Apatiga. "The sound of the wind was deafening. We couldn't open any doors because the negative pressure would have taken the plywood off the windows. It was very hot and stuffy in the school. All the windows were boarded up and there was no air moving. I started to wonder if the windows were going to collapse."

Wilma didn't make a quick exit. By 2 a.m. Saturday, the eye of the storm was over Cancun. During the relative calm, hotel officials reorganized the guests to the other side of the school in preparation for the winds that were sure to come with the back side of the storm. "Water was coming in everywhere. Everything was wet. We were all tired. We had food and water, but everything was warm. Cell phones were not working. There were generators for minimal lighting, but not much else. At first we didn't understand why we had to move, but when the other side of the storm came through, we realized the winds came from the opposite direction on the back side of the storm. The people who planned our evacuation really knew what they were doing."

It had been two days since the 390 hotel guests were moved into the junior high school. By Saturday night the water supply was running low. Hotel employees braved the elements to get water from the school's swimming pool for toilets and washing. Apatiga said, "We didn't realize it until later, but those hotel employees stayed with us, taking care of us, even though they had no idea what had happened to their own homes

Daniel and Wilma, go to next page

Daniel and Wilma,

continued from previous page

or their families. It was very heroic of them.”

Although everyone was hot and tired, sleep did not come easily. Apatiga explained, “About midnight people would start to settle down for the night. Then about 1 a.m. the symphony started. One person would begin to snore and then you were surrounded by the noise. I tried to stand up as long as I could to make myself so tired that I could sleep through the surround-sound of snoring.”

Once Sunday afternoon arrived, there was less wind. The evacuees were allowed to venture a few feet outside the school’s doors. Due to the debris and downed power lines, going much farther was very dangerous. Although the hurricane had passed, the aftermath was everywhere. The streets were impassable. The tourists pitched in as best they could to clean up around the school. Hotel staff informed them that returning to the hotel rooms would not be an option, but they were going to be moved to the convention center in the hotel basement.

“On Monday we saw the sun for the first time in four days,” said Apatiga. “We hung blankets and bedding outside to dry. Everything was soaked and we all smelled like wet dogs. In fact, we joked that “wet dog” was the name of our new cologne. There were a few people who were grouchy and made a fuss, but those of us who kept our sense of humor got through it pretty well.”

Monday was also Apatiga’s first contact with the outside world since Wilma had arrived. He had to sign a liability waiver to leave the school grounds, and then walk three-and-a-half miles to find an open grocery store and a working

telephone. “I called my kids and Janet Vaughan here at work,” he said. “I had no idea what was being said in the media, so I didn’t know if they knew what was going on.”

Later on Monday the buses came to take the weary travelers to the convention center. “It was very dramatic to see the damage,” Apatiga said, “All the glass was blown out of the hotels, power lines were down everywhere. The storm was more destructive than I had imagined. To me it looked like total devastation.”

After spending the night in the convention center, it was Apatiga’s turn to go to the hotel to retrieve his luggage. The hotel staff guided small groups of guests floor-by-floor to gather their possessions. “I didn’t understand until then why we were told to put our suitcases in the bathtub,” said Apatiga. “Once I saw the damage, I said, ‘Ah ha’ and was very glad I followed instructions. My suitcases were dry in the bathtub and I could finally change clothes for the first time in five days. Many people did not follow the directions and ended up with wet clothes.”

Paradise was lost, the hurricane was over and the panic of how they were going to get home now set in. Since they were Mexican citizens, Apatiga’s parents weren’t as concerned, because flights inside Mexico had resumed. International flights were a different story. “There was no power. There were no computers, no systems to find out what flights were running and who was on them,” said Apatiga. “It was chaos. We found out the control tower at the airport was not operating and no international flights were coming or going. Finally we learned the American airlines had set up a center at a high school. On Wednesday, Oct. 26, limited flights began to leave for the U.S. I went to the school and found out that anyone who showed up with a ticket, itinerary, passport and luggage could board a plane for the U.S. I ran back to the convention center, gathered my belongings and was lucky to get on the second airplane out that day. The first thing I did on the plane was ask for a cold beer.”

What did this trip teach Apatiga? “Awareness of the power of Mother Nature,” he said.



Apatiga’s hotel in Cancun was damaged by Hurricane Wilma.

New look for your license

Iowa began issuing more secure driver's licenses and non-driver identification cards Oct. 18 at the DOT's Cedar Rapids driver's license station. Changes to the design and materials used to produce these credentials make them more difficult to alter or duplicate.

"We made a commitment to increase the level of customer service we provide to Iowans by adding the most innovative security features and improving the system that issues our driver's licenses," said Kim Snook, Driver Services field manager. "Using the new format, Iowa now has one of the nation's most technologically advanced systems in terms of card security."

Identification fraud and illegal tampering and manufacturing of driver's licenses are serious issues, both here in Iowa and nationwide. Each year the Iowa DOT investigates hundreds of these cases.

The roll out of the new system will be complete by mid December. Licenses and identification cards in the "old" format remain valid through the expiration date. However, if you want the new style card, you may receive one by paying a \$1 fee.

The following new features have been incorporated into the cards to make them more tamper- and counterfeit-resistant.



Ghost image: A ghost image is a faint, smaller version of the applicant's digital photo image. The ghost image prints on the face of the DL/ID card and appears in the bottom right corner. The image is sufficiently faint to leave information printed on the card visible and easily readable, but any attempt to alter that information printed on top of the ghost image will be immediately noticeable.

Barcode and magnetic stripe: The two dimensional barcode and magnetic stripe on the back of the card contain all of the data from the front of the license and can be read by magnetic stripe readers used by establishments serving and selling alcohol and tobacco products, as well as law enforcement agencies.

Overlapping data: Overlapping the edge of the card holder's portrait is the issuing office number and DOT director's signature.

Optically variable patterns: Appearing on the front of the card is an "optically variable" pattern repeating the word Iowa and the image of a wild rose, which changes color as the license is tilted for viewing.

Color selection: The colors, including the wild rose image and designs featuring a rural and city landscape and official State of Iowa seal, are used to hinder the duplication of the card by color photocopying or scanning and printing.

Lamination: Laminate coating on the front and back of the card increases its durability, security and tamper resistance.

Identification of minors: Driver's licenses, instruction permits and identification cards issued to people under age 21 continue to be printed in a vertical format. In addition, the license features a red bar that indicates the person is under age 18 or under age 21.

Prep your car for winter

A leading cause of death during winter storms is traffic crashes. Preparing your vehicle for the winter season and knowing how to react if stranded or lost on the road are two keys to safe winter driving.

1. Before the weather makes driving dangerous, it's a good idea to have an experienced mechanic check the following items on your car:

- battery
- antifreeze
- wipers and windshield washer fluid
- ignition system
- thermostat
- lights, including flashing hazard lights
- exhaust system
- heater
- brakes
- defroster
- oil level

(If necessary, replace existing oil with a winter grade oil or the SAE 10W-30 weight variety.)

2. Make sure the vehicle's tires have adequate tread and are properly inflated. All-weather radials are well-suited for most winter conditions. However, some jurisdictions require that to drive on their roads, vehicles must be equipped with chains or snow tires with studs. In Iowa, studded snow tires are legal for use on your vehicle from November 1 to April 1.

3. Keep a windshield scraper and small broom for ice and snow removal.

4. Maintain at least half of a tank of gas during the winter season.

5. Plan trips carefully. Call 511 or log on to 511ia.org for any road delays, closures and road conditions. Log on to dotweatherview.com for the latest weather forecasts (see page 2 for details) and other weather information. If possible, avoid traveling in the dark or alone. If you must go out during a winter storm, use public transportation whenever possible.

6. Dress warmly. Wear layers of loose-fitting, layered, lightweight clothing.

7. Carry a fully-charged cell phone.



8. Carry a winter "survival kit" that should include:

- flashlights with extra batteries
- first-aid kit with pocket knife
- necessary medications
- several blankets or sleeping bags
- plastic bags (for sanitation)
- candles and matches
- extra sets of mittens, socks, and a wool cap
- rain gear and extra clothes
- small sack of sand, cat litter or strips of carpet for traction under tires
- small shovel
- booster cables
- brightly colored cloth to use as a flag
- high-calorie, nonperishable food items like candy and nuts
- bottled water

If you do become stranded, stay with your vehicle. Park on the shoulder where possible, and turn on your emergency flashers. Keep snow away from your exhaust pipe and open your vehicle's window a crack to reduce the risk of carbon monoxide buildup.

The plan comes together

When the effects of the Great Depression began to wane with the beginning of World War II, state highway planners heeded the advice of Bureau of Public Roads (BPR) chief Thomas MacDonald and prepared comprehensive needs studies.

MacDonald had concluded the time had come for America to begin the next stage of highway development. The federal-aid system would be “completed” by the late 1930s. Although many segments of the rural network had not been paved, virtually all had received initial treatment. As MacDonald said in a 1935 article: “We have reached a point in our development where we can no longer ignore the needs of traffic flowing from the main highways into and through cities and from feeder roads to the main highways.”

Migration from urban to rural areas seen during the Great Depression peaked in the mid-1930s. Because of the influx, rural areas were seen by many as wholesome, while cities were dens of iniquity. Decay of the central cities was rampant. A study commissioned by President Franklin D. Roosevelt leaned heavily on city planning as a solution and on the use of highways as a tool for change.



Herbert S. Fairbank

To provide the data needed to plan the highway network of the future, MacDonald put his faith in the highway planning surveys conceived by Herbert S. Fairbank, chief of BPR’s Division of Information. Fairbank’s goal was a comprehensive state-by-state accounting of traffic on the American highway.

In 1939, using data collected from 46 state planning surveys, the Bureau of Public Roads presented a Master Highway Plan. This report became the basis of President Roosevelt’s system of inter-regional highways and laid the groundwork for the future interstate highway system.

Components of the proposed master plan included:

1. Classification of all rural roads by order of importance. This activity was to be carried out by a joint action of the Secretary of Agriculture and the several state highway departments and would be based on the statewide highway planning survey.
2. Formulation of a comprehensive federal policy governing its participation in the cost of improving several classes of roads and defining the objectives of that federal participation;
3. Establishment of general standards for roadway improvements using federal funding; and
4. Enactment of federal laws and regulations regarding vehicles, to apply on all roads improved in whole or in part with funds of the federal government. The laws and regulations prescribed maximum weights, speeds and dimensions of vehicles, and minimum requirements for vehicle braking, lighting and tire equipment, in coordination with established standards of highway design.

The National Superhighway system, clearly the precursor to our current Interstate Highway System, was comprised of direct inter-regional routes described in the proposed plan as “...following the alignment and incorporating the improvement of existing highways wherever feasible, but departing from existing roads wherever necessary to obtain direct alignment and high standards of curvature and gradient. Such a system would serve approximately one-eighth of the total traffic moving over all rural highways. It would include all of the important lines of long-distance travel...”

In 1944 Congress authorized a system of national highways. In 1947 the system was officially designated. Although construction did not begin in earnest until the passage of the 1956 Highway Act, the plan was there in black and white. President Dwight D. Eisenhower’s vision of cross-country routes was about to become reality.

PART FOUR IN A SERIES



The beginning of construction on the Interstate Highway System celebrates 50 years in 2006. Each month for the next year INSIDE will highlight the history of this system of roads. Information for this article was derived from the Federal Highway Administration’s Web site “infrastructure origins section” written by Lee Mertz, and from the FHWA’s Public Roads Web site. The next installment will cover early construction of cross-country routes.

Avenue of the Saints time capsule

Time stood still for a few minutes Oct. 28, as time capsules from Iowa and Missouri were lowered into place on either side of the Des Moines River toll bridge on Iowa 27/Missouri 27 (Avenue of the Saints) at the states' border in St. Francisville. The Missouri and Iowa DOTs, along with members of Clarke County communities, were on hand when the time capsules were buried on each side of the river.

The time capsules, one each from Iowa and Missouri, were presented during the outdoor ceremony at the new bridges and will remain buried until the existing bridge is replaced, which could be as long as 75 years. Engraved plaques mark where the capsules are located, near the river in both states.

Ingrid Ruddy, the Iowa DOT's District 5 field services coordinator, compiled the contents of the Iowa time capsule. "We included an Iowa flag, a congratulatory proclamation by Governor Tom Vilsack, correspondence about the decisions on location of the Avenue, early history of the planning and naming of the Avenue, a CD of the bridge opening ceremonies (will they be able to play it by the time the capsule is opened?), soil from the groundbreaking ceremonies, Avenue of the Saints lapel pin, a small highway 380 marker along with a small Avenue of the Saints marker. We ended up with a bit of space at the top of our capsule so added a yellow/green safety vest and hat for future generations to see." Other Iowa DOT employees who helped place the time capsule were Raymond Tull and his crew at the Donnellson garage.

The Missouri capsule contains more than 20 items representing the past, such as pictures from the groundbreaking, a proclamation with signatures of the bridge opening celebration attendants, the history of the toll bridge, a local telephone book, news article about the toll bridge from the Quincy Herald-Whig, a current newspaper, plan sheets of the project, a guest list of 359 people invited to the opening ceremony, an invitation to the opening and reception, project and construction history, a ticket from the toll bridge, business cards of personnel who worked on the bridge, a Missouri flag, and a St. Francisville Toll Bridge T-Shirt.

"As this generation's gift to future generations, we hope that someday the contents will help our children's children better understand construction and daily life of our era," said Kirk Juranas, MoDOT Northeast District Engineer.



Missouri DOT employees place their time capsule.



The time capsules were dropped into holes near the Des Moines River bridge signs.

Toys for Tots fundraising holiday CD



Recording the "And One for All" Christmas CD

To raise money for the Toys for Tots campaign, several DOTers lent their voices to a recording of holiday music called "And One for All." DOTers involved in the project include: Gerry Ambroson, Leroy Bergmann, Brenda Boell, Mike Coon, Cheryl Cowie, Dave Doolittle, Christine Evans, Steve Gray, Jay Larson, Kathy LaRue, Phil Meraz, Gail Nordholm, Cherice Ogg, Deanne Popp, Kelly Popp, David Putz, Renee Shirley, Colette Simpson, Debra Thompson and Mary Zimmerman.

Pump up the power of praise

Few things feel as good to a coworker as sincere praise or a heartfelt thank you. On the other hand, a well-meaning bit of praise can become easily diluted by carelessly tacking on a negative comment or by refocusing attention on yourself. Avoid phrases like "You should always work that well" or "It's about time."

Delivering praise the right way leads to a more positive work environment full of motivated employees. A few pointers:

Praise everyone. Don't limit compliments to your star employees. Challenge yourself to recognize something about everyone at least once a week. Keep track so you don't forget anyone.

Express your gratitude in writing. Just a few words will do. Example: "Mary, thanks for your extra help on that rush order."

Pump up the power of a thank-you by letting people know you have faith in them. Example: "Jerry, thank you for all your help on the product launch. I knew you were the right person for the job."

Communications Briefings, November 2005

Stand-out e-mail messages

A recent report estimated that more than 7 trillion e-mails circulated worldwide last year. Spam messages jam in-boxes across the globe, and the average office worker now receives between 60 and 200 messages a day. How can you make your very important business communication stand out from the crowd?

Strategy: Keep e-mail messages short. Most recipients will immediately read and comprehend a ten-sentence e-mail. If you sent them a 10,000 word document, they'll likely scan the highlights and then save the message to read later. That means your message may never be fully read.

Adapted from "Tips for More Effective E-mail Communication," David Friedman, www.nightingale.com as published in *Communications Briefings*, November 2005.

2006 Holidays

New Year's Day	Monday, Jan. 2
Martin Luther King Jr.	Monday, Jan. 16
Memorial Day	Monday, May 29
Independence Day	Tuesday, July 4
Labor Day	Monday, Sept. 4
Veterans Day	Friday, Nov. 10
Thanksgiving Day	Thursday, Nov. 23
Friday after Thanksgiving	Friday, Nov. 24
Christmas Day	Mon, Dec. 25

Race for the Cure

This year 45 Motor Vehicle Division employees, family and friends supported or walked in the 14th Annual Des Moines Race for the Cure on Saturday, Oct. 8. That means the MVD team raised over \$900 for the "Cure." According to the Susan G. Komen Breast Cancer Foundation Web site, breast cancer has struck more than 2 million women in the past decade. In 2005, an estimated 211,240 new cases of invasive breast cancer will be diagnosed. In the United States, a woman has a 1 in 7 lifetime risk of developing breast cancer.

The goal of the Susan G. Komen Breast Cancer Foundation is to change these statistics and, ultimately, eradicate breast cancer as a life-threatening disease.

To find out more, log on to the the Susan G. Komen Breast Cancer Foundation Web site at www.komen.org.



This year the team members from the Motor Vehicle Division wore memory signs for friend and co-worker Capt. Tom Sever who succumbed to cancer last Jan. 11. Team members were: Thelma Huffman, Nancy Lacy, Judy Hilsenbeck, Cindy Gregg, Diann McMillen, Jordan Berry, Dee Merrifield, Hazel Marks, Mary Jensen, Sherry Forrest, Rhonda Wernecke, Lynne Thornton, Wendy Foreman, Chris Taylor, Melody Aswegan, Jean Cook, Debra Shafer, Emily Shafer, Sue Reding, Sharon Anderson, Leslie Bellon, Anne Anderson, Tonya Bishop, Jessica Bishop, Lavonne Short, Dave Short, Karen Ballard, Andrea Coco, Sherrie Coco, Marie Davis, Jenny Robinson, Shirley Andre, Karin Strand, Jacob Coco, Erika Eckstein, MaryAnn Newman, Pamela Cook, Mike Winfrey, Merideth Winfrey, Mary Pane, Tina Hargis, Larry Hargis, Samatha Hargis, Sabrina Hargis, and Diane Johansen.

In memory

Harold "Harry" Miller, 57, died Nov. 8 of injuries sustained when the small plane in which he was a passenger crashed near the



Ankeny airport. Miller, who worked in the DOT's Office of Air and Transit from 1970 to June 2000, was em-

ployed by Snyder and Associates at the time of the crash. He has remained in contact with many of his former DOT co-workers and he will be greatly missed. Miller is survived by his wife, Linda, of Des Moines, three daughters, one son, three grandchildren and many other family members and friends.

Kimberley Sue Eucher, 45, died suddenly at home, Monday, Nov. 7. Eucher worked as a transportation engineer in training at Ames construction. She also worked in Systems Planning and Contracts. Her service dates were 1987 to 1992. She is survived by her husband, Eric, and many friends and family members.

Family Happenings



Front row (from left) Jerome Steward, maintenance manager assistant; Marilee Pityer, maintenance manager assistant; Dave Shanahan, HMS Dubuque/Dyersville; Dick Banowetz, HMS DeWitt/Sabula; Dan Laing, HMS Tipton; Rick Butz, District 6 executive officer; Russell Brown, HMS Anamosa/Maquoketa; Dave Lee, HMS Davenport; John Berry, HMS Urbana/Newhall; Jack Patterson, HMS Williamsburg. Back row (from left) Gretchen Gresslin, district maintenance manager; Ron Stutzel, district mechanic; Jeff Tjaden, HMS Cedar Rapids/Marion; Kim Sheehy, HMS Independence/Manchester; Ed McDermott, district operations manager; and Travis Nitcher, HMS Oakdale. (see below - District 6)

Operations and Finance Janet Kout-Samson

On Oct. 15 Robert Whitman, photo processor in Document Services, married his high school sweetheart, Jane Anne Richards. Although it's been a few years since graduation, many friends and former schoolmates were in attendance at the wedding in Boone. Congratulations to Bob and Jane!



District 6

Jeanne Heeren

The District 6 maintenance team held its annual fall staff meeting Oct. 11 at Bellevue State Park. De Witt/Sabula area highway maintenance supervisor and "master griller" Dick Banowetz cooked lunch. Dawn Hansen, maintenance secretary, took on the role of photographer for the group.

Design

Judy Lensing

Wes Mayberry and his wife, Christy, introduce their new son: Vincent (Vinny) Mayberry was born Oct. 5 weighing 7 lbs., 6 ozs. and was 20 ½ inches long. Baby Vinny was welcomed with open arms by big brother, Ozzy, 2. Daddy Wes is a design technician.



District 1

Kay Ridgway

Norm and Barb Miller became the proud parents of Ashton on Oct. 21. Baby Ashton weighed 6 lbs., 15 ozs. and was 21 ½ inches long. He joins big sister Amber, 18, and big brother Andrew, 14. Daddy Norm is the assistant land surveyor in District 1.



Planning and Programming

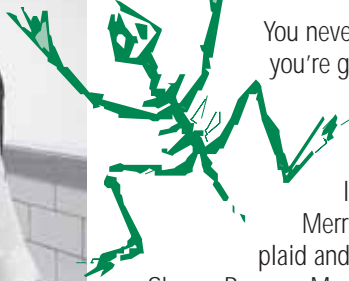
Mary Kay Reimers

Andy and Shelly Loonan welcomed Haley Rochelle Oct. 8. Haley weighed 8 lbs., 10 ozs. and was 21 inches long. Big brothers Riley, 7, and Jacob, 3, welcomed their new little sister into their world wearing "I'm the big brother" t-shirts. Andy works in the Office of Systems Planning.





HA-HA-HALLOWEEN



You never know what you're going to see in Right-of-Way on Halloween. (Left) bonnie lass Belinda Merritt showed her plaid and (upper right)

Sharon Bowers, Mary Beth Kiner, Gwen Ballard, and Donna Stuber were in the holiday mood.

In Purchasing (lower right) Mary Zimmerman, Jerry Giebelstein, Laura Lindusky, Christine Evans, Kermit Wilson and Jan Halvorson celebrated Halloween in festive luau apparel.



UPDATE

Update on Bob Briggs

According to his wife Michelle, Bob Briggs, equipment operator in Mount Pleasant who was injured while on active duty in Iraq April 16, had another surgery Nov. 9. The surgery went well, and Bob is now involved in daily rehabilitation work. The Briggs are planning to be home Dec. 10 so Bob can be in formation with his unit (Company C, 224th Engineering Battalion) whenever they arrive back in southeast Iowa. Bob will still have to travel to Minnesota as an outpatient to continue his therapy.

Michelle also reports that Bob continues to gain strength. Before his last surgery Bob's balance was greatly improved. He was even practicing setting a table and vacuuming the floor. In speech therapy he was working on a Quicken program so Bob will be able to help out with Michelle's business. She says Bob's vision is still poor in his left eye, but it doesn't stop him from playing cards. Bob still has a great attitude, but is ready to come home for good.

(Editor's note: As you've read in previous issues of INSIDE, Bob and his wife, Michelle, have two small children, Ashlea, 6, and Cody, 17 months. The military no longer provides financial assistance to the family for their frequent trips to the Veterans Administration Hospital in Minnesota. As you read earlier, friends and coworkers have been extremely generous, but any additional assistance would be welcome as the Briggs family has a very long recovery period ahead of them.)

Bob & Michelle's mailing address is:
Robert Briggs
1373 Salem Road
Hillsboro, IA 52630

SERVICE AWARDS

Information supplied by the Office of Employee Services for December 2005.

40 Years

Larry Suntken, Design.

35 Years

Larry Goranson, Manchester construction; **Kim Kammerer**, Maintenance; **Sue Schuck**, Driver Services.

30 Years

Cathy Miskell, Materials; **Jerry Shepherd**, Motor Carrier Services.

25 Years

James Almond, Oskaloosa garage; **Jim Dowd**, Maintenance; **Mark Frein**, Driver Services; **Donald Herdliska**, Shenandoah garage; **Nancy Krukow**, Information Technology Division; **Patricia Montgomery**, Storm Lake maintenance; **John Tasker**, Anamosa garage.

20 Years

Joseph Barton, Muscatine garage; **W. Scott Gettings**, District 5 materials; **Paul Hasenmiller**, De Witt garage; **Steven Haxton**, Mason City garage; **Darrell Lee Hocking**, Williams garage; **Doug Lickteig**, Hanlontown garage; **Dennis Marquart**, New Hampton construction; **Jeffrey Owen**, District 4 Office; **Howard Reischauer**, District 1 maintenance; **David Wells**, Contracts.

15 Years

C. Alan Beddow, Location and Environment; **Larry Dean Blumer**, Algona garage; **Rickey Bowman**, Fort Dodge garage; **Terri Delaney**, Mount Pleasant construction; **Roy Gelhaus**, Britt construction; **Roger Gould**, Highway Division; **James Hanson**, Waterloo garage; **Katrina Huffman**, Waterloo DL station; **William Kaller**, Ottumwa construction; **Charlene Kinzenbaw**, Iowa City DL station; **Gary McAtee**, Wapello garage; **Rollin Nemitz**, Sioux City construction; **Arlen Olson**, Latimer garage; **Dwight Pierce**, Newton-interstate garage; **Barbara Rasmus**, Finance; **Lawrence Stuff**, Davenport construction; **Danny Wagner**, Tipton-interstate garage; **Fred Williams**, Fort Dodge garage.

10 Years

Timothy Branam, De Soto garage; **Jerry Deaton**, Materials; **Lori Dittmer**, Document Services; **Duane Evans**, Washington garage; **Paul Flattery**, Design; **Carol Higgins**, Driver Services; **Kevin Hockett**, Marshalltown construction; **Daniel Holmes**, Carroll garage; **Andy Janus**, Information Technology Division; **Rodney Martin**, Bridges and Structures; **Becky McDaniel**, Des Moines construction; **Kevin Merryman**, Construction; **Adriana Reyes-Phelps**, Materials; **Jason Ruter**, Britt construction; **Gary Teague**, Information Technology Division; **Joy Williams**, Design; **Jorge Zamora**, Transportation Data.

5 Years

John Allmon, Council Bluffs-north garage; **Joe Ashmore**, Le Mars garage; **William Boles**, Spirit Lake garage; **Ray Braband**, Spirit Lake garage; **David Chapman**, Davenport-interstate garage; **Alan Downs**, Martensdale garage; **Richard Fitzgerald**, Davenport-interstate garage; **Joshua Hamilton**, Pocahontas garage; **Lance Holmes**, Boone garage; **Carmen Homrigausen**, Davenport-interstate garage; **John Jepsen**, Sioux City-Leeds garage; **Laura Linduski**, Procurement and Distribution; **Todd Mabbitt**, Council Bluffs-north garage; **Ronald Nehl**, New Hampton garage; **Earl Ogden**, Procurement and Distribution; **James Rose**, Mount Pleasant garage; **Mark Sadler**, Sioux City-Hamilton garage; **Kathryn Scott**, Information Technology Division; **David Staab**, Urbana garage; **James Thomson**, Le Mars garage; **William Tinkle**, Grinnell garage; **Myron Zabel**, Davenport-interstate garage.

35 YEARS

Iowa Department of Transportation



Larry Goranson
Manchester construction



Sue Schuck
Driver Services



Kim Kammerer
Maintenance

PERSONNEL UPDATES

Information supplied by the Office of Employee Services for Sept. 23 to Oct. 20, 2005.

New Hires

Jennifer Devries, driver's license clerk, Ames DL station; **Tasha Henderson**, driver's license clerk, Council Bluffs DL station; **Nichole Martens**, driver's license clerk, Cedar Rapids DL station; **Steven Milligan**, land surveyor, District 3 Office.

Promotions

Denny Eppert, from equipment operator, Boone garage to bridge inspector 1, Bridges and Structures; **Jason Holst**, from transportation engineer to transportation engineer specialist, Design; **Cindie Mead**, from equipment operator, Correctionville garage to construction technician, Sioux City construction; **Gregory Moyle**, from construction technician assistant to assistant soil party chief, Design; **Daniel Redmond**, from transportation engineer intern, Materials to transportation engineer, Chariton construction; **Mark Sadler**, from equipment operator, Sioux City-Hamilton garage to construction technician, Sioux City construction; **Wes Swallow**, from equipment operator senior to garage operations assistant, De Soto garage; **Luann Thiede**, from driver's license clerk senior to driver's license examiner, Davenport DL station; **Cindy Yarrington**, from equipment operator, Waterloo garage to construction technician, Marshalltown construction.

Transfers

James Cornelius, equipment operator, from Highway Helper to Grimes garage; **Phillip Davis**, equipment operator, from Highway Helper to Grimes garage; **Alvin Hartgers**, equipment operator, from Altoona garage to Newton-interstate garage; **Steven Hill**, equipment operator, from Grimes garage to Carlisle garage; **Kevin Hockett**, from construction technician senior, Marshalltown construction to design technician, Design; **Julia Lucas**, equipment operator, from Ames garage to Des Moines-north garage; **Larry Mason**, equipment operator, from Des Moines-north garage to Grimes garage; **Ronald Niemeyer**, mechanic, Charles City garage to equipment operator senior, New Hampton garage; **Jay Ridlen**, equipment operator senior, from District 5 paint crew to Bloomfield garage; **Rob Thies**, equipment operator, from Highway Helper to Grimes garage; **Ardella Walker**, equipment operator, from Grimes garage to Altoona garage.

Retirements

Reginald Burch, information technology specialist 4, Information Technology Division; **Kenneth Hatfield**, typist advanced, District 6 Office; **Judith Krough**, information technology specialist 3, Information Technology Division; **Patricia Sievers**, driver's license clerk senior, Iowa City DL station.



INSIDE is developed to help keep all Iowa DOT employees informed about critical issues affecting them, recognize DOT employees for their excellent service, and share interesting aspects in the lives of our coworkers. For more information, contact Tracey Bramble, Office of Media and Marketing Services, 515-239-1314 or e-mail tracey.bramble@dot.iowa.gov.

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PLEASE RECYCLE THIS ISSUE

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District 4	Marlene Jensen, Atlantic	712-243-3355
District 5	Brenda Hadley, Fairfield	641-472-6142
District 6	Jeanne Heeren, Cedar Rapids	319-364-0235
Bridges and Structures	Judy Whitney, Ames	515-239-1564
Construction	Nancy McMenamin, Ames	515-239-1043
Contracts	Peg Muxfeldt, Ames	515-239-1422
Design	Judy Lensing, Ames	515-239-1469
Director's Staff Division	Lynn Purcell, Ames	515-239-1730
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General Counsel	Sheri Anderson, Ames	515-239-1509
Information Technology Division	Colette Simpson, Ames	515-233-7728
Local Systems	Kathy LaRue, Ames	515-239-1081
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Maintenance	Cindy Shipley, Ames	515-239-1824
Materials	Dawne Berner, Ames	515-239-1919
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Motor Carrier Services	Diann McMillen, Des Moines	515-237-3250
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Vehicle Services	Thelma Huffman, Des Moines	515-237-3182

On the cover: Renee Devine, driver's license examiner at the Ames DL station, says the new driver's license format is a hit.

THINK SAFETY

Good winter driving techniques



For your safety, the safety of other travelers, and the safety of our DOT crews, remember to practice these good winter driving techniques.

- Always wear your seatbelt.
 - Turn on your lights - to see and be seen. Brush the snow off your head lights and tail lights frequently.
 - Don't use your cruise control during winter driving conditions.
 - Know how your anti-lock brakes work in slippery conditions.
 - Be aware that ramps, bridges and overpasses may occasionally freeze first.
 - Be aware of "black ice" (roads that look wet but are actually glazed with ice).
 - Drive below the posted speed limit when snow, ice, freezing rain or sleet is on the pavement. The posted speed limits are intended for normal pavement conditions.
- When plows are present, use extra caution.**
- Remain alert. Snowplows generally move slower than other traffic (5-35 mph), and may be completely obscured at times by blowing snow and blizzard-like conditions. This is especially important when you see an area of blowing snow that could conceal a plow. Watch for the amber flashing lights.
 - Stay a safe distance behind the snowplows. During snow plowing operations visibility can be reduced by blowing snow. Operators may need to stop or move over to avoid stranded vehicles.
 - Don't travel beside a snowplow. They can be moved sideways after hitting drifts or cutting through snow pack.
 - Make sure you have clear vision ahead before passing a snowplow. On two-lane roads where traffic is not able to pass the plows, plow operators will pull over periodically to let vehicles behind them pass. On divided highways, watch for snowplows operating in the left lane.
 - Allow plenty of room when passing a snowplow. Do not cut back into the lane ahead of the plow too quickly since the blade extends several feet ahead of the truck.
 - Don't try to pass snowplows that are working together in tandem pulling snow from the middle of a divided highway. There isn't enough room for you to get through.
 - Move as far away from the centerline of the pavement as you safely can when meeting a snowplow on a two-lane road since blowing snow may obscure the actual width of the snowplow's blade.
 - Don't drive through "white out" conditions caused by cross winds or plowing of light snow. Be patient. Conditions will change so you can travel and pass safely.